

this position is reached, the user may release the actuating member 26 and the member will remain in the unlocked position shown in Figure 6. As the member 26 is urged into this position, it pivots about pivot pin 62. The elongated slot 46 allows the locking pin 42 to move linearly into engagement with one of the openings 12b in the siderail 12.

[0029] It is a principal advantage of the present invention that the pivoting movement of the actuating member 26 is accomplished without an outer surface 80 of the actuating member 26 being forced to protrude significantly outwardly of the housing 22a of the end support 22. Thus, the end support 22 can be used to support a cross bar closely adjacent an outer surface of a vehicle without experiencing interference with the outer surface as the actuating member 26 is moved between its locked and unlocked positions. Thus, an even lower profile, more aerodynamic article carrier can be constructed because of the ability of the actuating member 26 to be opened and closed without requiring significant clearance between it and an outer body surface of the vehicle.

[0030] With specific reference to Figure 6, the leftmost actuating member 26 is shown in its fully unlocked position. The post portions 48 of the locking pin 46 have been urged out of engagement with their respective openings 12b, thus causing the locking pins 42 to be retracted from their openings 12b. This has also caused the cable 72 to be placed under greater tension, which in turn urges the locking pin 42 of the rightmost end support 22 out of engagement with opening 12b of its associated siderail 12. Thus, the unlocking of each of the locking pins 42 is accomplished simultaneously with a single movement of one or

the other of the actuating members 26. This unlocking action can be effected in the same manner if the right most actuating lever 26 in the drawing of Figure 6 is lifted instead. Urging the left most actuating member 26 back into its locked position (Figure 5) simultaneously causes both locking pins 42 to be urged back into engagement with the openings 12b in their associated siderails 12.

**[0031]** The cross bar of the present invention thus provides a pair of end supports 22 each having a construction which allows both end supports to be simultaneously locked or unlocked from their respective siderails 12, and importantly without requiring significant clearance between the end supports 22 and the outer body surface of a the vehicle.

**[0032]** Those skilled in the art can now appreciate from the foregoing description that the broad teachings of the present invention can be implemented in a variety of forms. Therefore, while this invention has been described in connection with particular examples thereof, the true scope of the invention should not be so limited since other modifications will become apparent to the skilled practitioner upon a study of the drawings, specification and following claims.